

NEIGHBOURHOOD DESIGN IN UNDEVELOPED AREAS:

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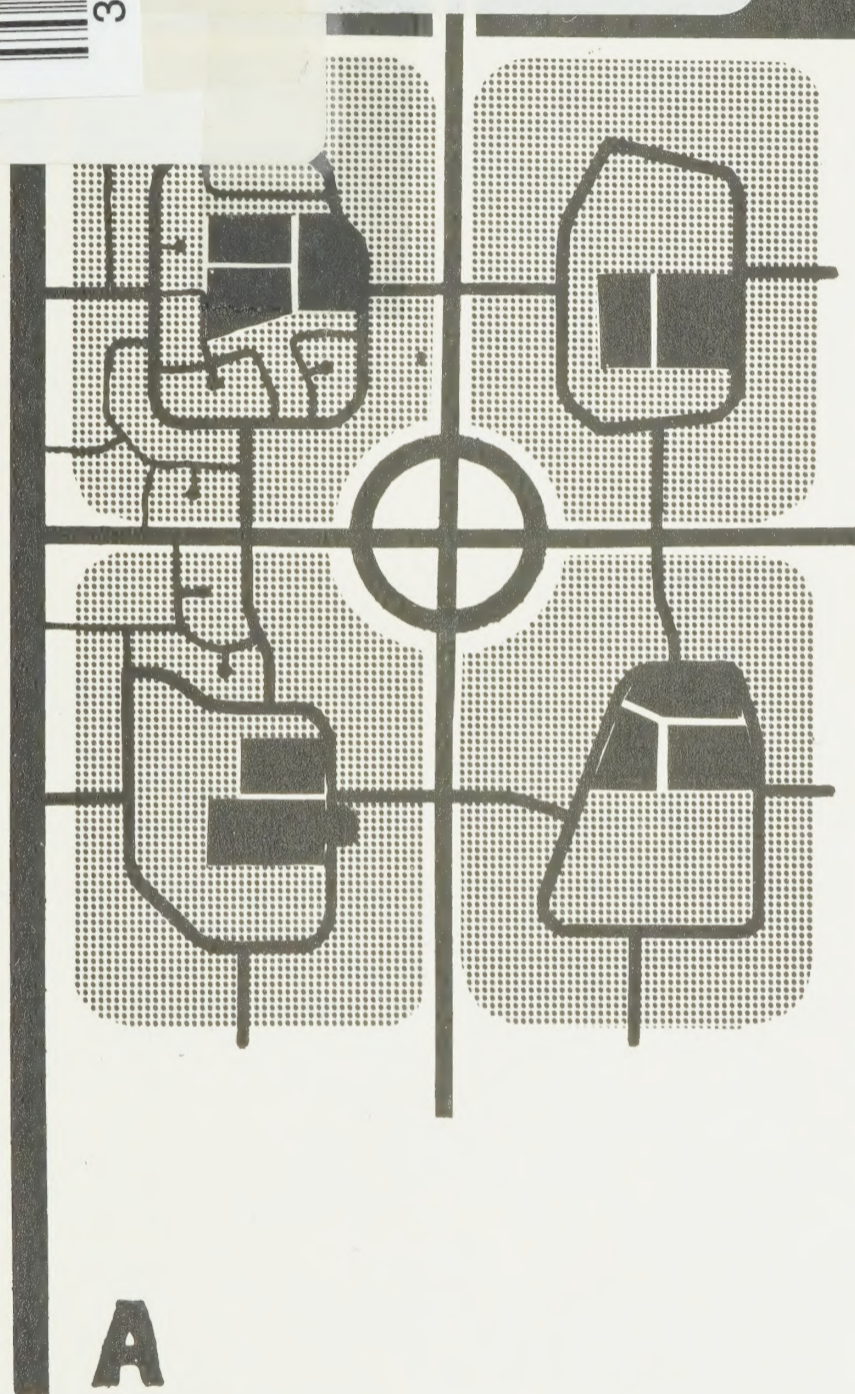
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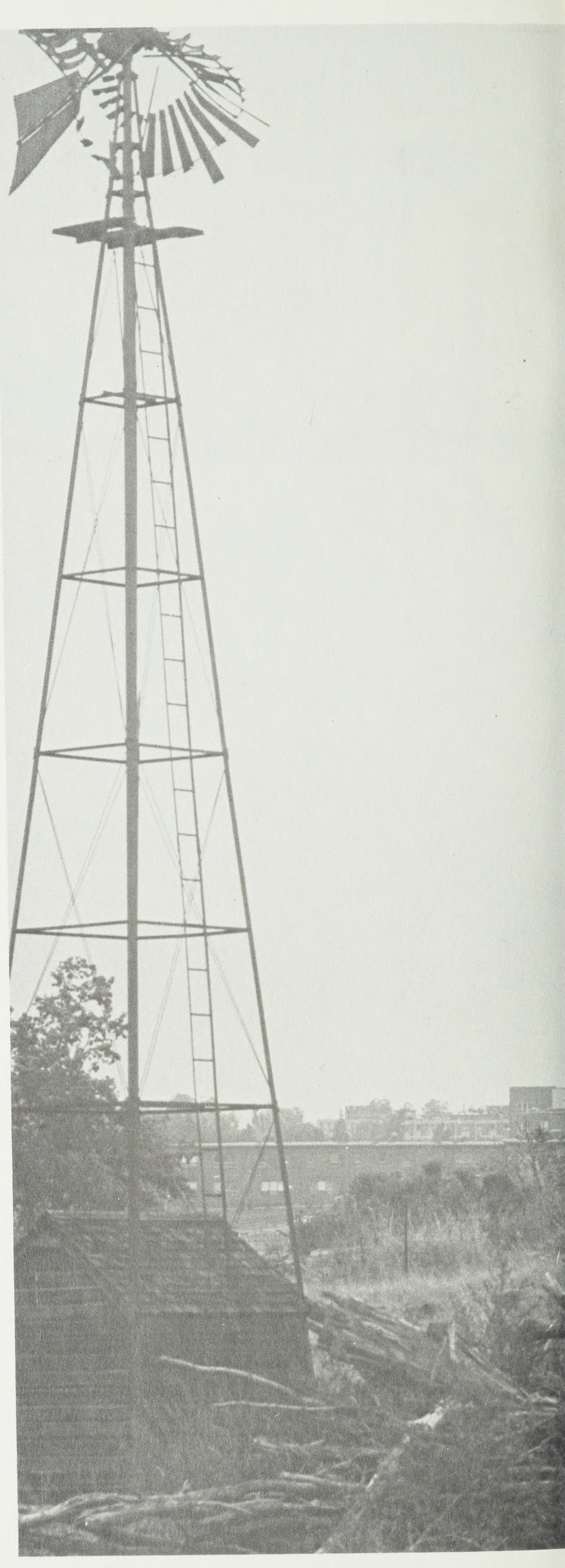


PLANNING CONCEPT



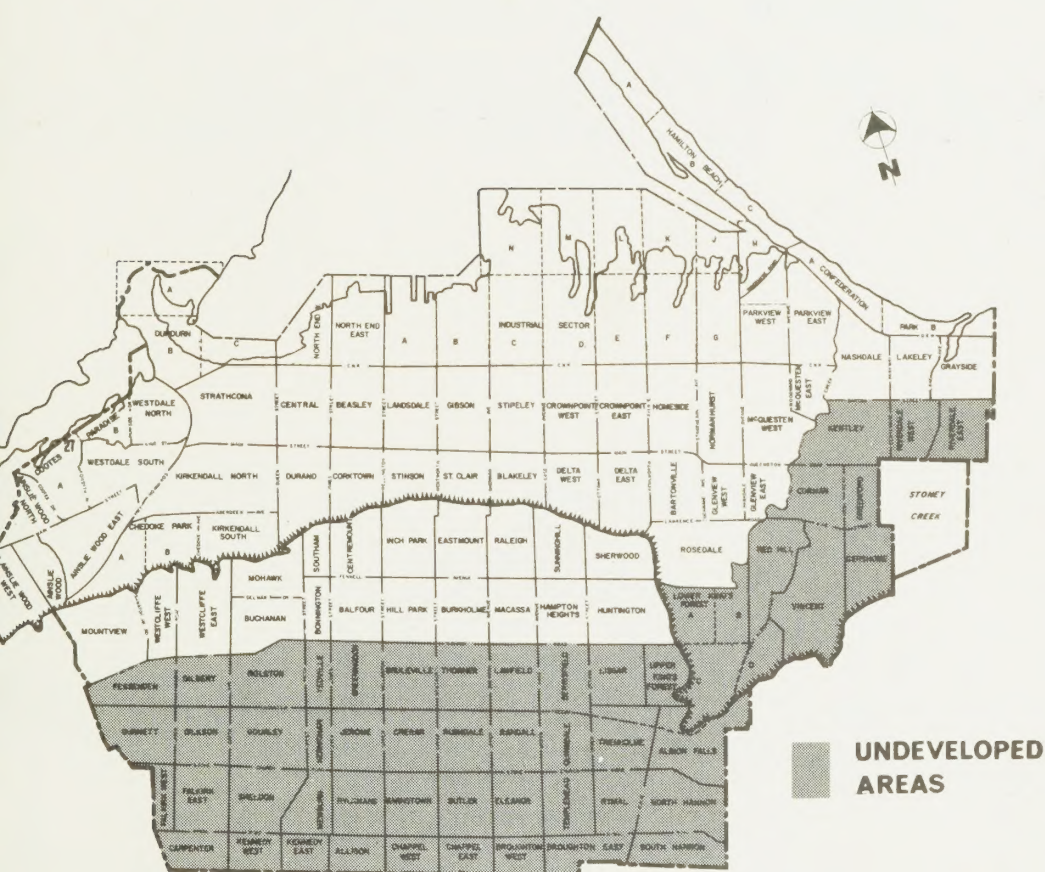
PREPARED FOR
THE CITY OF HAMILTON

BY THE
PLANNING AND DEVELOPMENT DEPARTMENT
OF THE
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
3RD PRINTING OCTOBER 1975



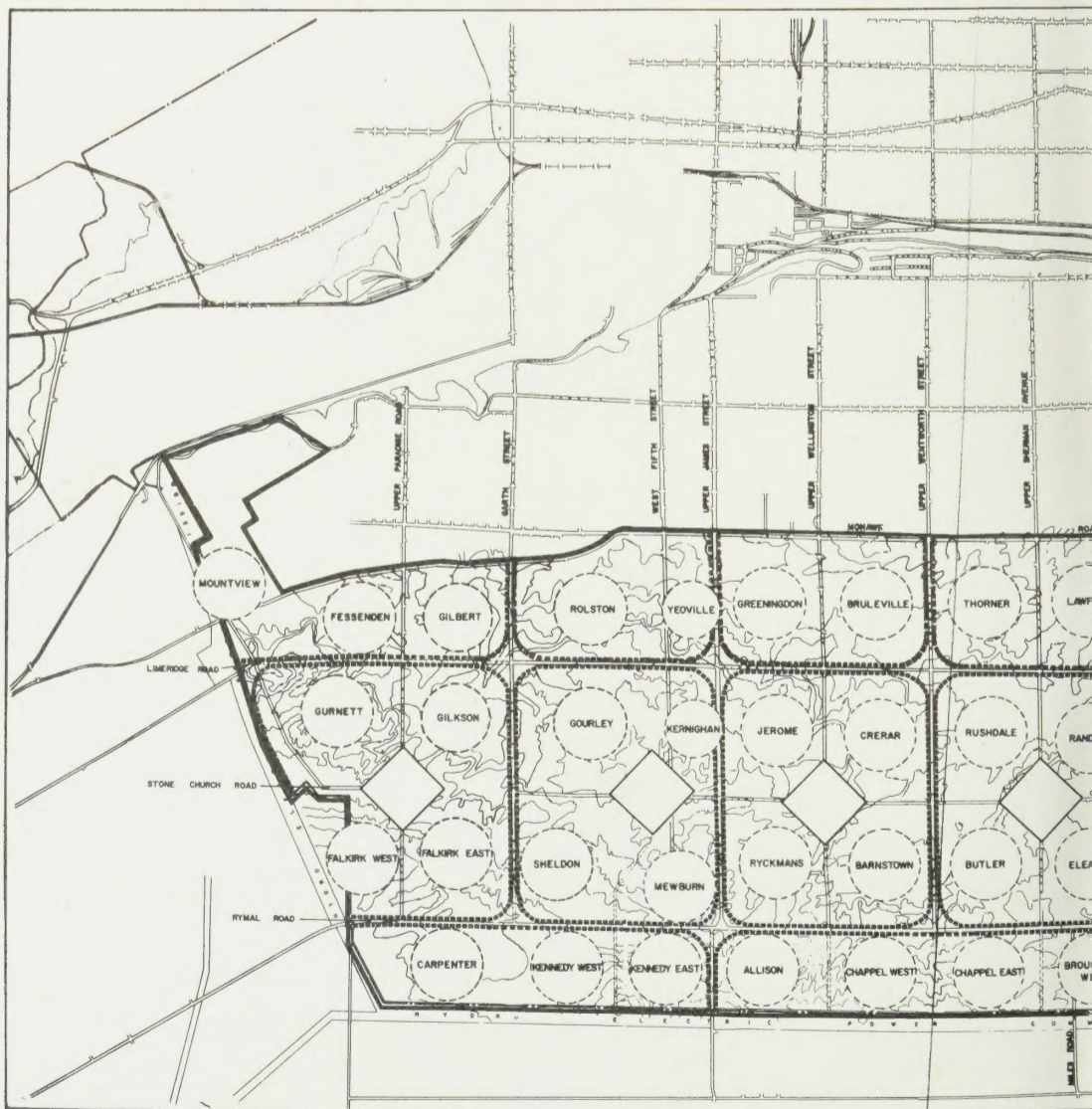
introduction

THE CITY OF HAMILTON IS DIVIDED INTO 118 NEIGHBOURHOODS WHICH ARE EACH APPROXIMATELY 250 ACRES IN AREA. THESE AREAS HAVE BEEN DESIGNATED IN THE OFFICIAL PLAN AS THE BASIC PLANNING UNITS. THE BOUNDARIES OF THESE NEIGHBOURHOODS ARE GENERALLY DESCRIBED BY THE ARTERIAL ROAD GRID, TOPOGRAPHIC FEATURES OR THE POLITICAL BOUNDARIES OF THE CITY.



NEIGHBOURHOOD OR SECONDARY PLANS FOR THESE AREAS ARE NOW BEING USED OR FORMULATED BY THE PLANNING DEPARTMENT AS GUIDE PLANS IN BOTH THE DEVELOPED AND UNDEVELOPED AREAS OF THE CITY.

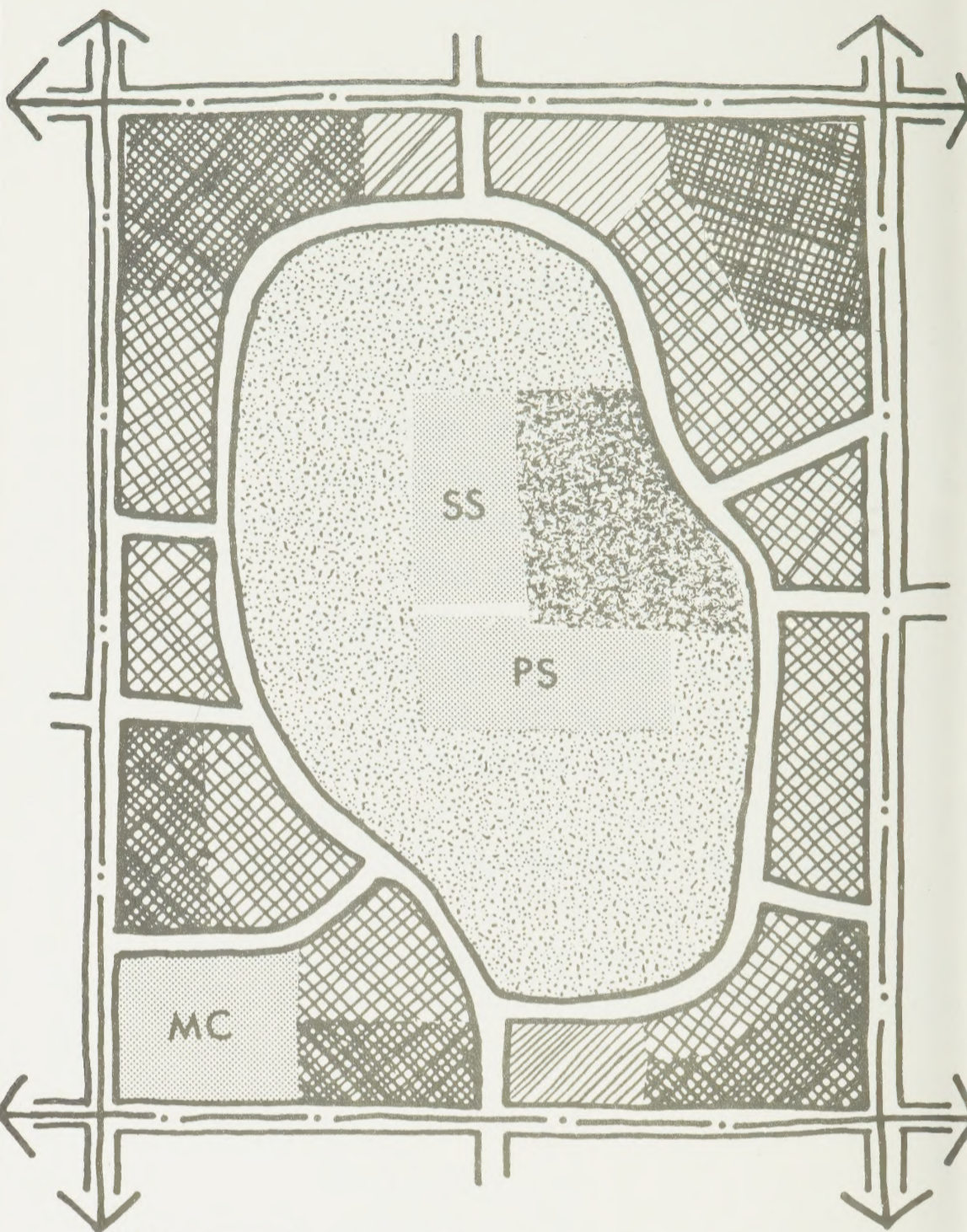
each new
neighbourhood
has guidelines set
prior to development.



IN THE UNDEVELOPED AREAS OF THE CITY, OFFICIAL PLAN AMENDMENT #228 SETS OUT MAXIMUM NEIGHBOURHOOD POPULATION DENSITIES, MINIMUM PARK AREAS, MAJOR ROADS AND GENERALLY INDICATES THE APPROXIMATE LOCATION AND EXTENT OF MAJOR LAND USES,

THESE BROAD GUIDELINES SET THE STAGE FOR THE ACTUAL IN-DETAIL NEIGHBOURHOOD DESIGN INCORPORATING OBJECTIVES TO CREATE BOTH AN ATTRACTIVE AND FUNCTIONAL ENVIRONMENT IN WHICH TO LIVE AS WELL AS PROVIDING FOR THE ATTAINMENT AND FULLFILLING OF OTHER ASPIRATIONS,





RESIDENTIAL : 1 & 2 FAMILY HOUSING

ATTACHED HOUSING

HIGH DENSITY RESIDENTIAL

PARK AND RECREATIONAL

COMMERCIAL

SS SEPARATE SCHOOL

PS PUBLIC SCHOOL

MC MULTI CENTRE

PRINCIPAL ROADS

starting with the broad
concept...

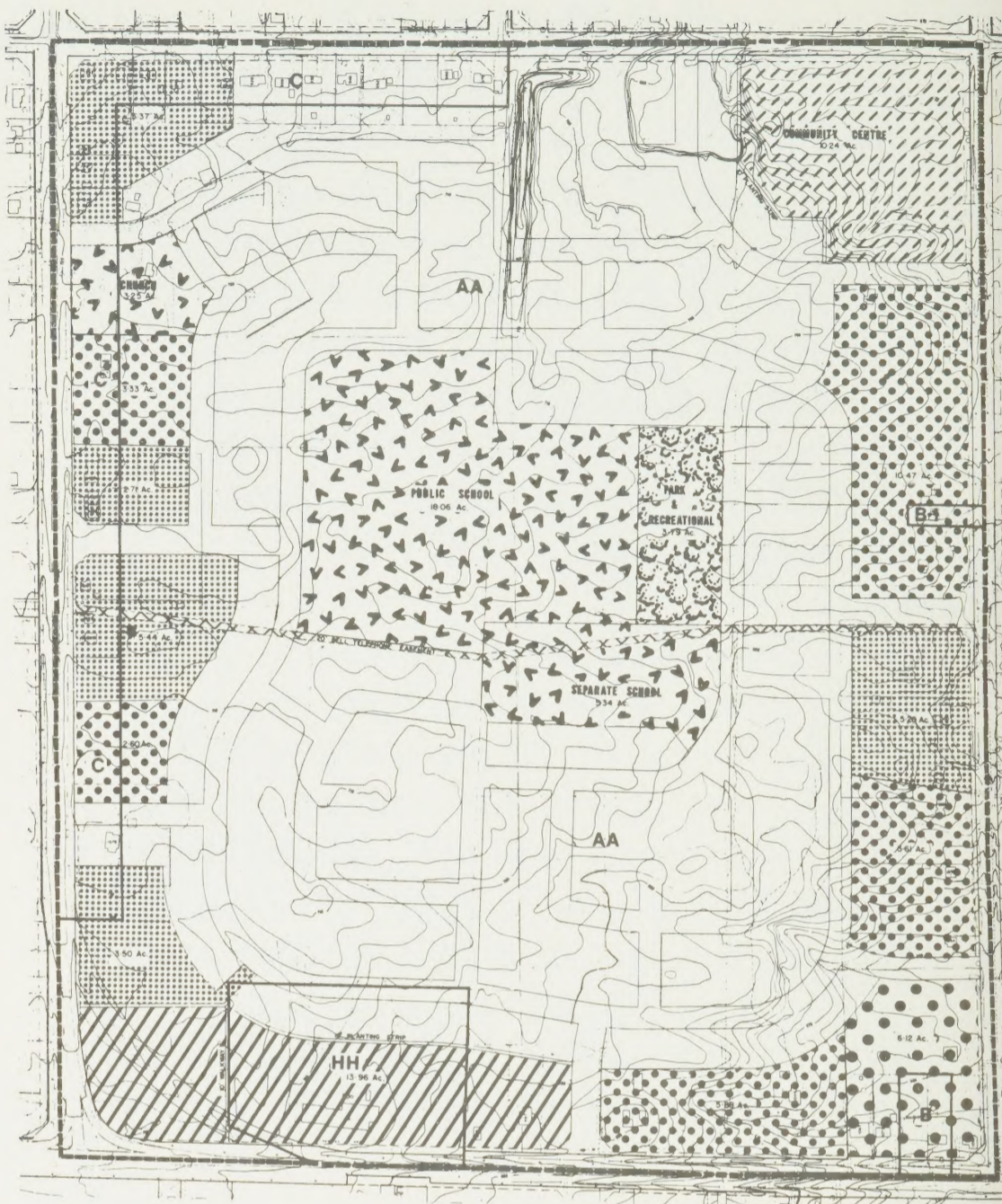
concept

THE UNDEVELOPED NEIGHBOURHOODS REPRESENT A PHYSICAL ENVIRONMENTAL UNIT, WHICH MUST EVENTUALLY BE PROVIDED WITH EDUCATIONAL, RECREATIONAL AND SPRITUAL FACILITIES, AS WELL AS A WIDE VARIETY OF DWELLING TYPES AND COMMERCIAL SHOPPING AREAS TO SERVICE THE NEIGHBOURHOOD.

THE CURRENT APPROACH IS TO PLAN FOR A RANGE OF DWELLING TYPES FROM SINGLE FAMILY HOUSES TO APARTMENTS, FIRSTLY, TO PERMIT THE ECONOMIC DEVELOPMENT OF RESIDENTIAL LAND, AND SECONDLY, TO PROVIDE AS WIDE A RANGE OF CHOICE AS POSSIBLE TO THE PEOPLE OF EACH NEIGHBOURHOOD IN THE SELECTION OF A RESIDENCE. THIS VARIETY OF RESIDENCES SHOULD BRING INTO EACH NEIGHBOURHOOD A CROSS SECTION OF THE CITY-WIDE POPULATION.

SINCE EACH NEIGHBOURHOOD IS IDEALLY A RELATIVELY SELF CONTAINED UNIT IN TERMS OF EVERYDAY LIVING, IT WOULD CONTAIN ENOUGH CHILDREN TO SUPPORT ITS OWN ELEMENTARY SCHOOL. IT WOULD ALSO HAVE SUFFICIENT POPULATION TO SUPPORT A LIMITED RANGE OF SOCIAL AND RECREATIONAL ACTIVITIES AS WELL AS LOCAL SERVICE SHOPS. THE MORE SELF CONTAINED THE NEIGHBOURHOOD STRUCTURE, THE GREATER WILL BE ITS POWER TO INDUCE A SENSE OF LOCAL BELONGING AND AN INTEREST IN COMMUNITY LIFE.

IN TERMS OF ACTUAL PHYSICAL DESIGN, SEVERAL IMPORTANT PHILOSOPHIES HAVE BEEN ADOPTED.



LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES
- COMMUNITY CENTRE

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Neighbourhood PROPOSED PLAN



0 50 100 200 300
SCALE IN FEET

a detailed plan is
developed.

land use arrangement

THE INTERRELATIONSHIP OF LAND USES HAS BEEN DELIBERATELY PLANNED.

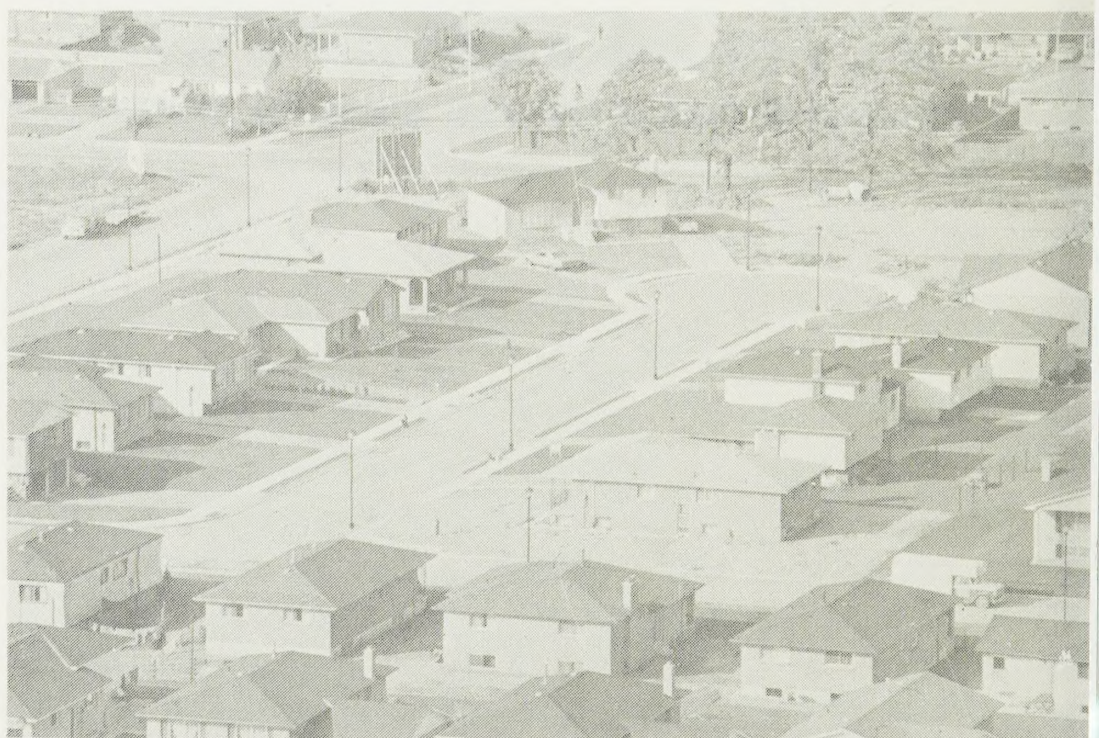
GENERALLY, ONE AND TWO FAMILY HOMES PRODUCE MORE SCHOOL AGE CHILDREN THAN THE MULTI-FAMILY UNITS. IDEALLY, SINGLE FAMILY AND SEMI-DETACHED HOMES SHOULD THEREFORE BE CLOSE TO THE CENTER OF THE NEIGHBOURHOOD. CENTRALLY LOCATED ELEMENTARY SCHOOLS, PARKS AND RECREATION FACILITIES ARE DESIGNED TO PROVIDE REDUCED TRAFFIC VOLUMES FOR THE SAFETY OF NEIGHBOURHOOD CHILDREN.

MAJOR TRAFFIC GENERATORS ARE IN LOCATIONS THAT ARE DIRECTLY ACCESSIBLE FROM THE TRAFFIC ARTERIES, ELIMINATING THE NEED FOR TRAVERSING THE LOCAL RESIDENTIAL STREETS. MINIMIZING THE INCONVENIENCE AND NOISE, THIS APPROACH PROVIDES MORE PRIVACY TO NEIGHBOURHOOD RESIDENTS.

MULTIPLE FAMILY DWELLINGS ARE THEREFORE DESIGNATED ON THE PERIPHERY OF THE NEIGHBOURHOOD. ATTACHED HOUSING WHICH PROVIDES MORE FLEXIBILITY IN SITE DESIGN, IS EMPLOYED AS A TRANSITION BETWEEN SINGLE FAMILY UNITS AND APARTMENTS. WHERE POSSIBLE, NEIGHBOURHOOD COMMERCIAL USES ARE DESIGNATED ON THE PERIPHERY OF THE NEIGHBOURHOOD ADJACENT TO A SIGNALIZED INTERSECTION OF NEIGHBOURHOOD COLLECTOR AND BOUNDING STREET.



the plan includes many
desirable features.

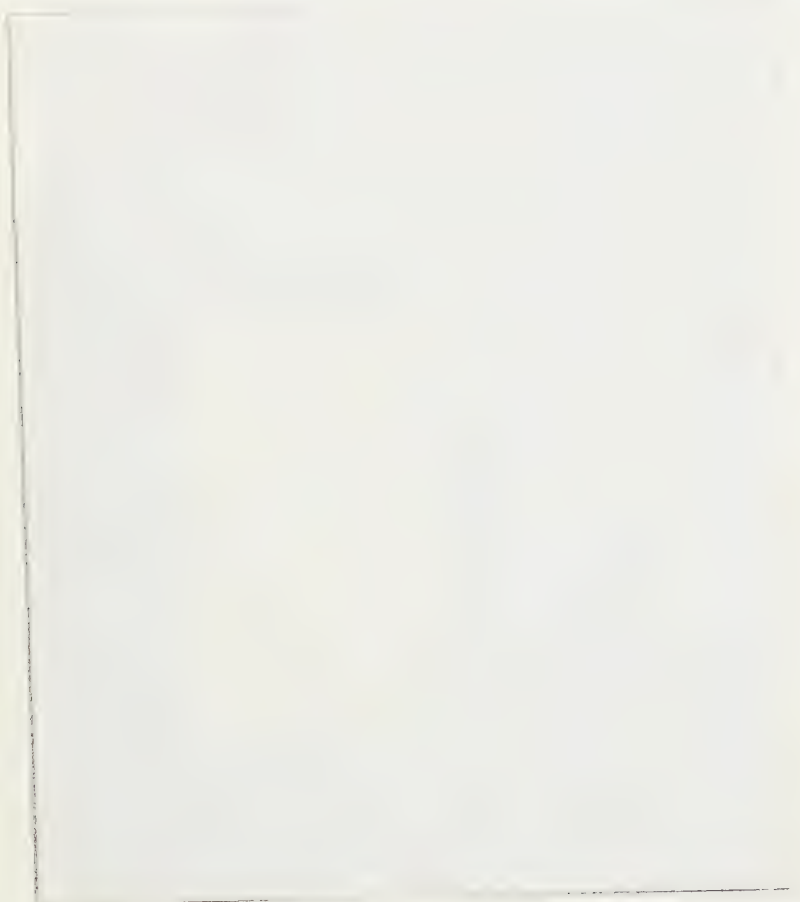


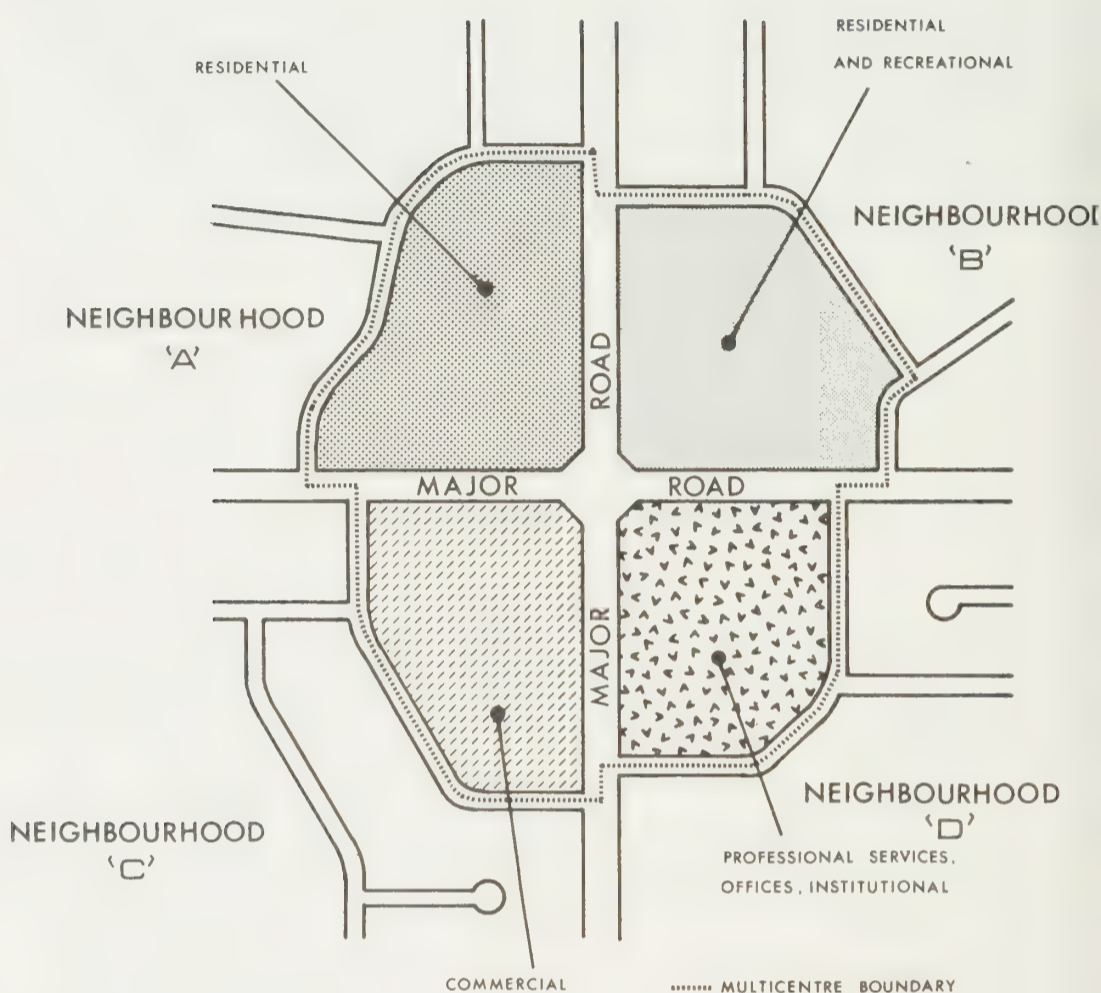
vehicular circulation

INTERNALLY THE RING ROAD COLLECTOR IS THE BACKBONE OF THE NEIGHBOURHOOD CIRCULATION SYSTEM. LOCAL RESIDENTIAL STREET WILL BE CONNECTED DIRECTLY TO THIS DISTRIBUTOR. THE DISTRIBUTION RING ROAD FEEDS INTO THE SURROUNDING ARTERIAL ROADS AT 2 OR 3 LOCATIONS ON EACH SIDE OF THE NEIGHBOURHOOD. ONE SUCH INTERSECTION ON EACH SIDE WHICH IS CENTRALLY LOCATED, WILL BE SIGNALIZED TO FACILITATE AN EVEN AND SAFE TRAFFIC FLOW INTO AND OUT OF THE NEIGHBOURHOOD.

WHEREVER FEASIBLE, THE INTERNAL STREET SYSTEM IS BASED ON A CURVILINEAR PATTERN. THE INTERSECTION OF THE LOCAL STREETS AND THE DISTRIBUTION RING WILL BE IN THE FORM OF A "T" INTERSECTION TO LESSEN THE POSSIBILITY OF TRAFFIC HAZARDS.

THE LOCAL RESIDENTIAL STREET SYSTEM ALSO INCORPORATES NUMEROUS CUL-DE-SACS AND LOOPS, REDUCING THE SPEED AND VOLUME OF THROUGH TRAFFIC. THIS AFFORDS GREATER PRIVACY AND SAFETY TO RESIDENTS.





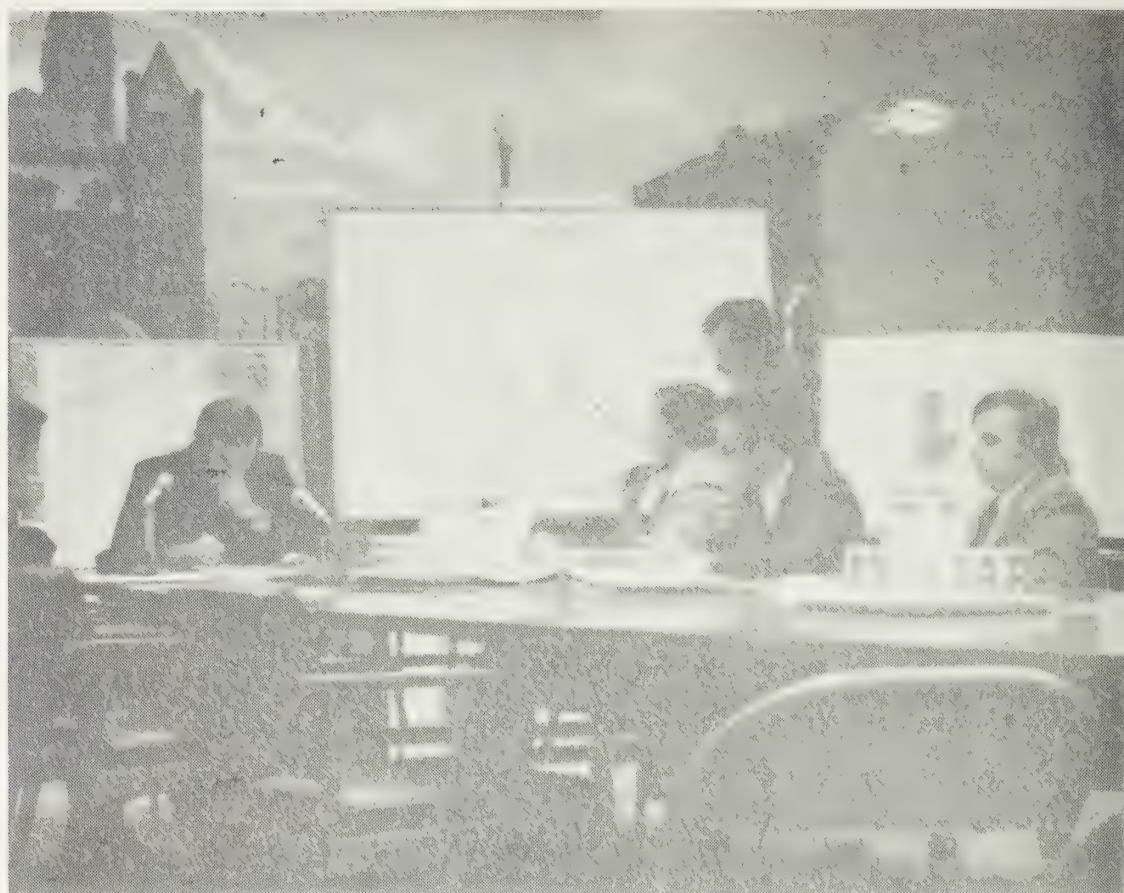
a multicentre serves
as the focal point for
4 neighbourhoods.

community function

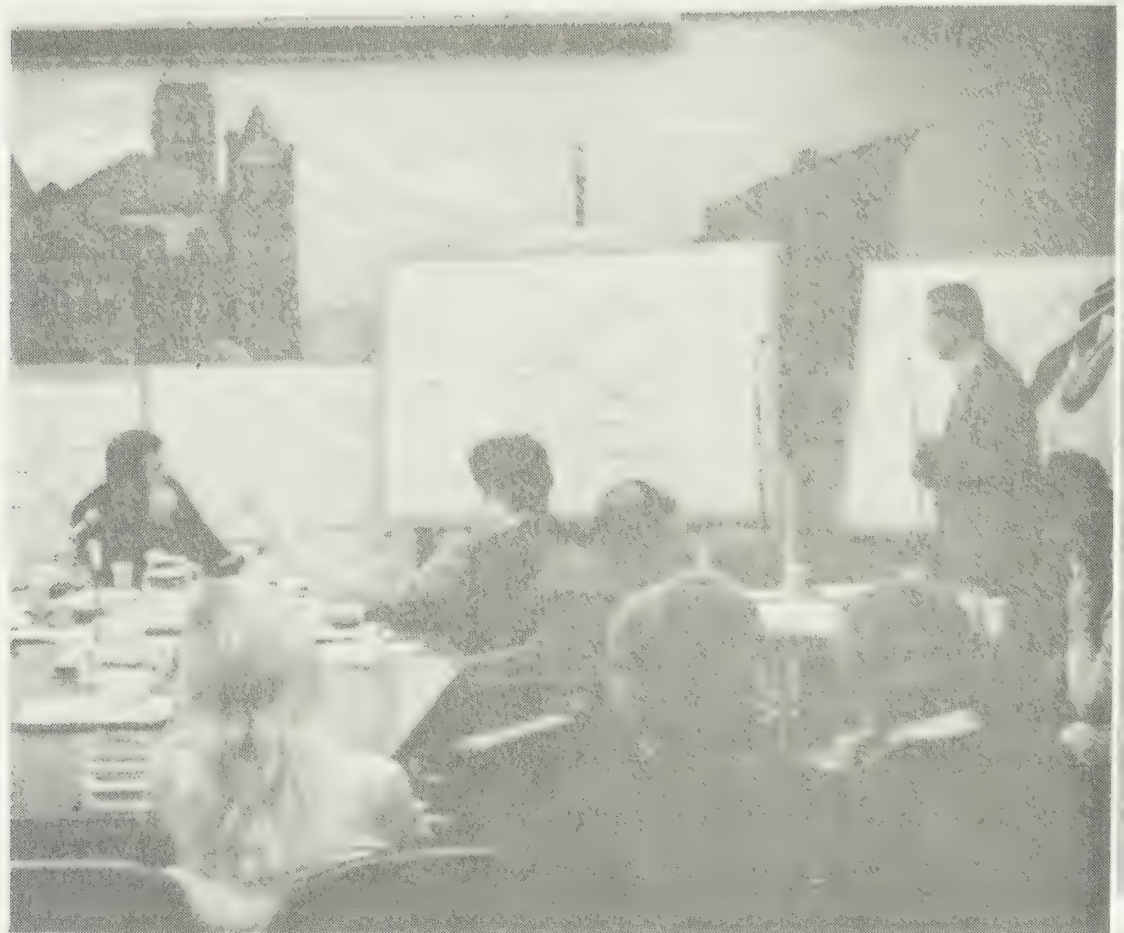
FOUR NEIGHBOURHOODS JOINED TOGETHER FORM A COMMUNITY. IT IS NECESSARY TO STUDY THESE NEIGHBOURHOODS WITHIN THEIR COMMUNAL SETTING TO ANTICIPATE THE EFFECT OF THE NEIGHBOURHOOD ON THE SURROUNDING AREA.

AT THE LOCAL SCALE IT IS JUST AS IMPORTANT THAT EACH NEIGHBOURHOOD FIT INTO THE OVERALL COMMUNITY PLAN, WITH RESPECT TO TRANSPORTATION SYSTEMS AND COMMUNITY ORIENTED FACILITIES, AS IT IS FOR ALL THE COMMUNITIES TO FIT TOGETHER TO FORM A LARGER SCALE FRAMEWORK FOR CITY GROWTH.

A COMMUNITY OR MULTICENTRE QUADRANT IS PROPOSED IN ONE CORNER OF A NEIGHBOURHOOD AT THE INTERSECTION OF TWO MINOR ARTERIALS. IN COMBINATION WITH THREE OTHER NEIGHBOURHOOD QUADRANTS AT THE SAME INTERSECTION A MULTICENTRE IS FORMED. THE CENTRE PROVIDES RETAIL TRADE AND SERVICE FACILITIES TO THE RESIDENTS OF THE COMMUNITY. COMMUNITY LEVEL EDUCATIONAL, RECREATIONAL AND OPEN SPACE AS WELL AS SOME MULTI FAMILY RESIDENTIAL DEVELOPMENT WILL ALSO BE ACCOMMODATED HERE.



after planning committee
and council approval....

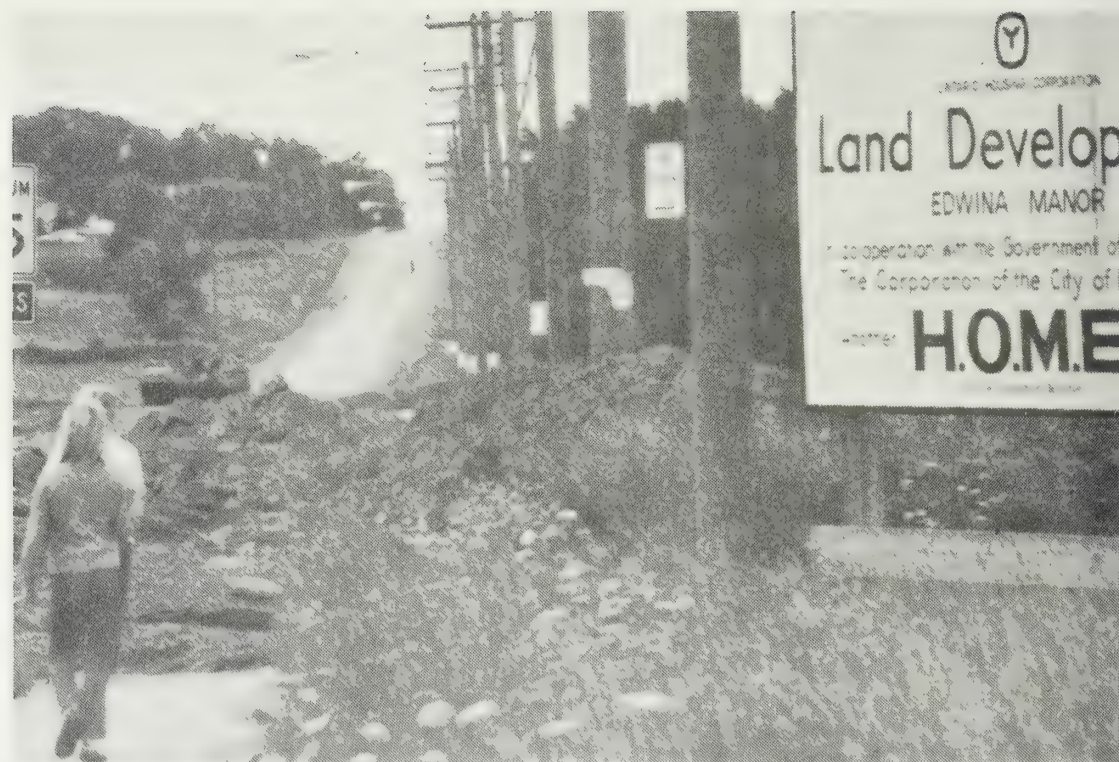


procedures

ONCE AN AREA CAN BE SERVICED WITH SEWERS AND WATER, A NEIGHBOURHOOD PLAN IS PREPARED BY THE PLANNING DEPARTMENT. THE PLAN IS FIRST CIRCULARIZED TO THE OTHER CITY AND REGIONAL DEPARTMENTS FOR COMMENT. THIS STEP ASSURES THAT ALL DEPARTMENTS WILL BE AWARE OF THE PROPOSAL. THEIR COMMENTS AND REACTIONS ARE REQUESTED AND REVIEWED.

THE PLAN WITH THE COMMENTS OF THE OTHER DEPARTMENTS IS THEN TAKEN TO THE PLANNING COMMITTEE FOR INITIAL DISCUSSIONS. APPROVAL TO HOLD A PUBLIC MEETING IS REQUESTED TO WHICH ALL NEIGHBOURHOOD PROPERTY OWNERS AND RESIDENTS ARE INVITED BY THE PLANNING COMMITTEE. AT THAT MEETING THE PROPOSED PLAN IS EXPLAINED AND WRITTEN SUBMISSIONS INVITED. WITHIN 60 DAYS THE PLANNING COMMITTEE HOLDS A SECOND MEETING INVITING THOSE WHO HAVE FORWARDED WRITTEN SUBMISSIONS. IN THE LIGHT OF SUBMISSIONS RECEIVED THE PLANNING COMMITTEE MAY ADJUST THE PLAN.

AFTER RECEIPT OF FINAL APPROVAL BY THE PLANNING COMMITTEE, THE PLAN IS SUBMITTED TO CITY COUNCIL. ONCE COUNCIL HAS ADOPTED THE PLAN, IT BECOMES CITY POLICY AND A GUIDE TO FUTURE DEVELOPMENT OF THE NEIGHBOURHOOD.



development can begin.

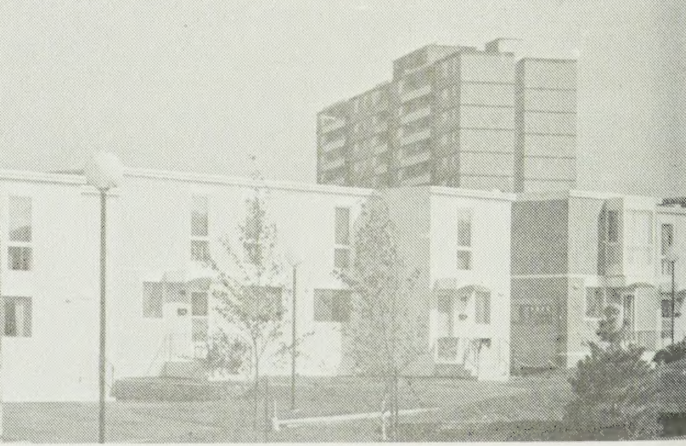
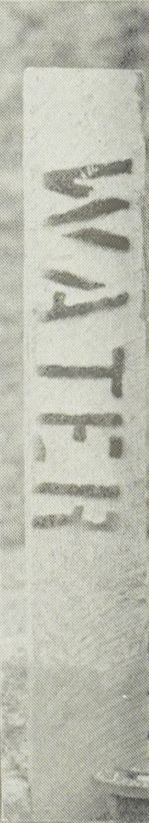
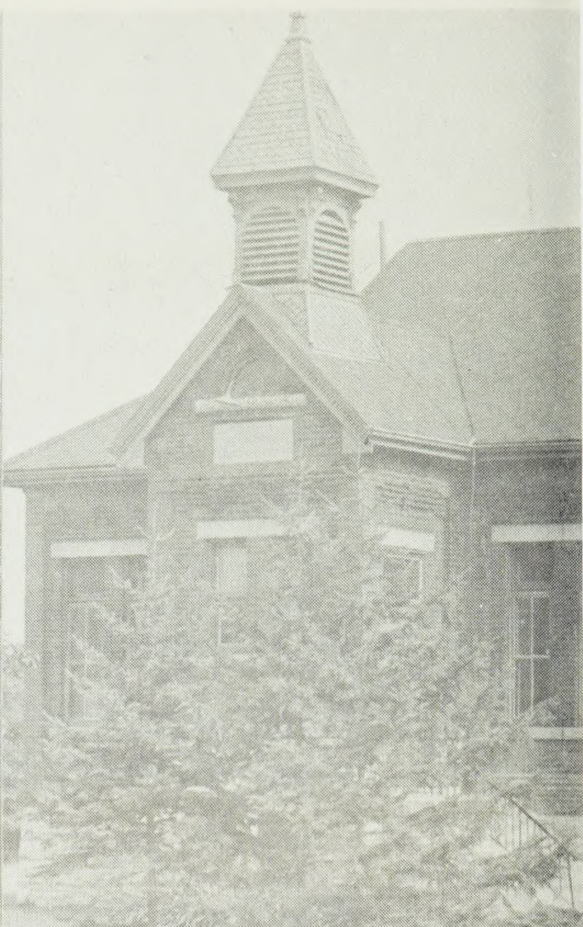
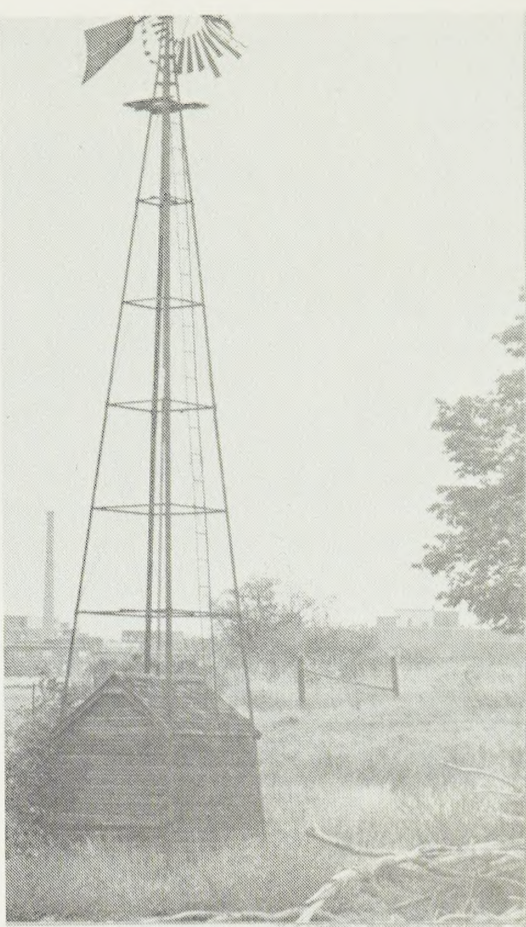


implementation

ADOPTION OF THE DESIGN PLAN BY CITY COUNCIL, ENABLES THE PLANNING DEPARTMENT TO CONSIDER APPLICATIONS FROM DEVELOPERS, ESTABLISH APPROPRIATE ZONING AND APPROVE SUBDIVISION PLANS FOR PROPOSED DEVELOPMENTS.

NEW DEVELOPMENT IS DEPENDENT UPON THE PROVISION OF CAPITAL IMPROVEMENTS SUCH AS MAJOR ROADS, TRUNK SEWERS AND WATER MAINS. CAPITAL WORKS PROGRAMMES RELATED TO THE NEIGHBOURHOOD WILL BE CARRIED OUT BY THE CITY OR REGION AS REQUIRED IN PREPARATION FOR NEW DEVELOPMENT. APPLICATIONS FROM DEVELOPERS ARE ONLY ACCEPTED AFTER IT IS ESTABLISHED THAT THESE MUNICIPAL SERVICES CAN BE PROVIDED..

EXCEPT FOR PUBLIC USES, IMPLEMENTATION OF THE PLAN IS ON THE INITIATIVE OF PRIVATE ENTERPRISE. WHILE THE PLAN ACTS AS A DEVELOPMENT GUIDE, IT SHOULD BE FLEXIBLE ENOUGH TO PERMIT ADJUSTMENTS YET RETAIN THE BASIC NEIGHBOURHOOD CONCEPT.



conclusions

THE APPROVED PLAN WILL HAVE MEANING ONLY TO THE EXTENT THAT IT IS UTILIZED IN DIRECTING PUBLIC AND PRIVATE DEVELOPMENTS TO ACHIEVE A DESIRABLE ENVIRONMENT IN THE NEIGHBOURHOOD. SUPPORT AND UNDERSTANDING BY PUBLIC OFFICIALS AND LOCAL GROUPS IS REQUIRED BEFORE ANY PLAN CAN BECOME A REALITY. CONTINUED PUBLIC INTEREST AND CO-OPERATION IS THEREFORE OF PRIME IMPORTANCE IN THE SUCCESSFUL REALIZATION OF NEIGHBOURHOOD PLANNING.

URBAN/M